



BUILT FORM DISTRICT REZONING STUDY

Business, Inspection, Housing, and Zoning Committee Meeting – December 8, 2020

PRESENTERS:

Jason Wittenberg, Manager, Code Development

Joe Bernard, Planning Project Manager, Code Development

Janelle Widmeier, Principal City Planner, Code Development

IMPLEMENTATION OF MINNEAPOLIS 2040

Built Form Rezoning Study

Goals

- Consistency with Minneapolis 2040
 - Support achieving plan goals
 - More specific than previous plans
- Predictability for all stakeholders
 - Less negotiation on a project by project basis
 - Fewer variances
- Does not include changing Minneapolis 2040 maps or policies

Eliminate Disparities



Photo: Photo by the Bakken Museum (via flickr.com)

[Goal 1](#)

More Residents More Jobs



Photo: Photo by Metro Transit (via flickr.com)

[Goal 2](#)

Affordable and Accessible Housing



Photo: Photo by Tela Chhe (via flickr.com)

[Goal 3](#)

High-quality Physical Environment



Photo: Photo by Metro Transit (via flickr.com)

[Goal 6](#)

Complete Neighborhoods



[Goal 9](#)

Climate Change Resilience



Photo: Photo by Ted Eytan (via flickr.com)

[Goal 10](#)

IMPLEMENTATION OF MINNEAPOLIS 2040

Minnesota state statutes require consistency between comprehensive plans and zoning:

- If the comprehensive municipal plan is in conflict with the zoning ordinance, the zoning ordinance shall be brought into conformance with the plan by local government units
- A local governmental unit shall not adopt any official control or fiscal device which is in conflict with its comprehensive plan or which permits activity in conflict with metropolitan system plans

MINNEAPOLIS 2040 APPROACH TO BUILT FORM

Transit 20

The Transit 20 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.

Built Form Guidance: New and remodeled buildings in the Transit 20 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 6 to 20 stories. Building heights should be at least 6 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 20 district. Requests to exceed 20 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.



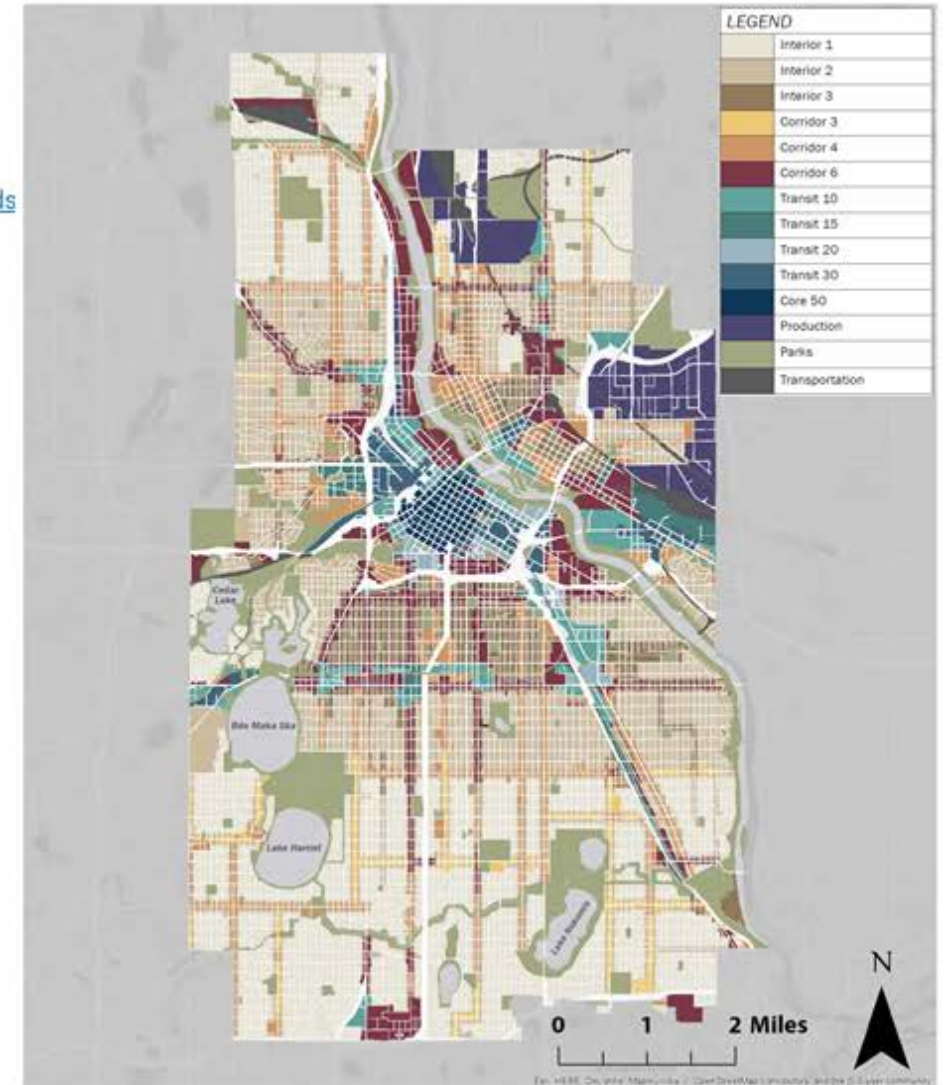
Related policies:

[Policy 1: Access to Housing](#)

[Policy 2: Access to Employment](#)

[Policy 4: Access to Commercial Goods and Services](#)

Map color:



IMPLEMENTATION OF MINNEAPOLIS 2040

Regulatory Implementation

Completed

- Inclusionary zoning
- Drive-through text amendment
- 1-3 unit text amendment

In progress

- [Built form rezoning study](#)
- [Mississippi River Critical Area rezoning](#)
- Parking and transportation demand management text amendment

Future

- Land use rezoning study



IMPLEMENTATION OF MINNEAPOLIS 2040

Process to Develop Regulations, Provide Information, and Gather Feedback

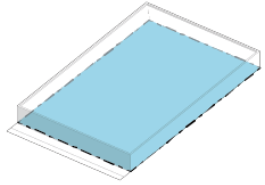
- Minneapolis 2040 Implementation Steering Committee
- City Planning Commission Public Hearing, November 9th
- Inter-departmental collaboration
- Communications:
 - City-wide mailing
 - Rezoning study website
 - Media
 - Public review period
 - Virtual public meetings
 - CPC Committee of the Whole meetings
 - Public comments and stakeholder feedback

QUESTIONS ASKED FOR FEEDBACK ON BUILT FORM REGULATIONS

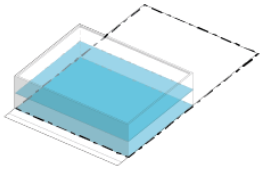
- What suggestions do you have for improving the proposed rules in order to more effectively implement the built form policies of Mpls 2040?
- What else should be considered in these draft built form regulations to further the goals and policies of Minneapolis 2040?
- Are these the right premiums to further achieve 2040 goals?

BUILT FORM REGULATIONS TOPICS

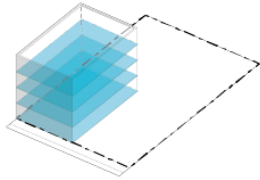
Floor Area Ratio (Incentives)



FAR = 1
100% Coverage
1 Story

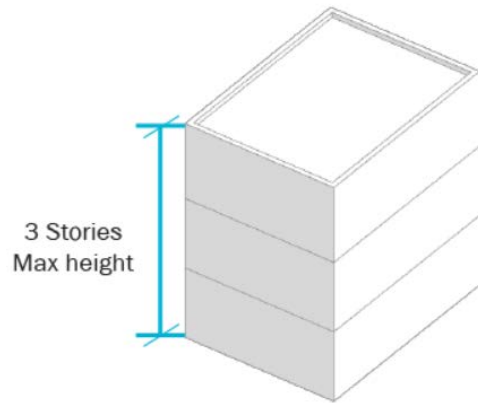
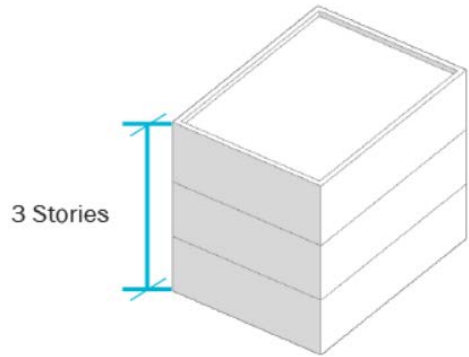


FAR = 1
50% Coverage
2 Story

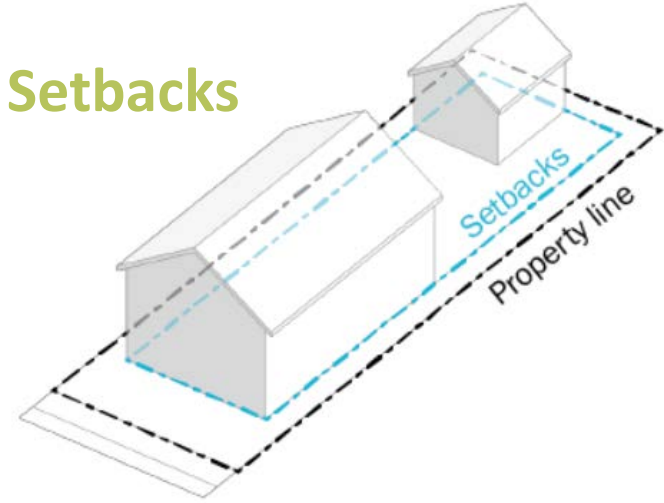


FAR = 1
25% Coverage
4 Story

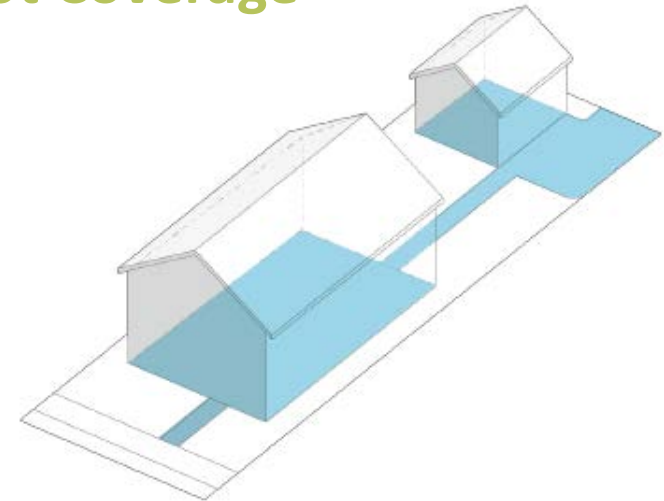
Building Height (Incentives)



Lot Size and Setbacks



Impervious Surface and Lot Coverage



CITY PLANNING COMMISSION AMENDMENTS

November 9, 2020

1. Increasing the allowed floor area ratio (FAR) to 0.6 for single-family homes and duplexes in all Interior districts and increasing the allowed FAR for triplexes to 0.8 in Interior 1 and 2 and 0.9 in Interior 3. (The staff recommendation is 0.5 FAR for single-family homes, duplexes, and triplexes in Interior 1 and 2. For Interior 3, the staff recommendation is: single-family 0.5; duplexes 0.6; triplexes 0.7.)
2. Eliminating the FAR premium for developments where all off-street parking is provided within a structure.
3. Allowing an increase in the allowed impervious surface by up to 15% when infiltration methods are included, subject to review by the city engineer.
4. Increasing the allowed height of 1-3 unit residential buildings when the roof pitch is at least 8/12 and at least half of the 1-3 unit buildings within 100 feet also have a roof pitch of at least 8/12.

CITY PLANNING COMMISSION AMENDMENTS

November 9, 2020

5. Not allowing turf grass in required yard/setback areas for non-residential uses in R and OR zoning districts except when turf grass is needed in order to accommodate active functions.
6. Eliminating the “large lot provision” that requires larger residential lots when considering a subdivision of property. The provision considers the average lot area of residential lots within 350 feet of the property. When the average exceeds the zoning code requirement by 50 percent or more, such average becomes the required lot area for the property where the subdivision is proposed.
7. Changing the minimum lot area for all uses with 6,000 square-foot minimums by instead making the minimum lot area 5,000 square feet.
8. Changing the Environmental Sustainability—Climate Resilience FAR and height premiums to a more aggressive energy/carbon reduction standard and adopting an increasingly strict standard that would apply at certain points in the future.

CITY PLANNING COMMISSION AMENDMENTS

November 9, 2020

9. Changing the affordable housing FAR and height premiums by adding a provision that would double the allowed premium when the affordable units are more deeply affordable: at or below 30 percent of the area median income.
10. Eliminating the FAR and height premium that would have been awarded for providing an enhanced public realm.
11. Eliminating the FAR premiums for skyway connections in the Transit 30 and Core 50 districts.
12. Changing several of the modified premiums in section 552.540 that would apply to small-scale additions on buildings that already exceed the maximum permitted FAR or height, and amending corresponding PUD amenities:
 - a) Amending living wall standards to specify that 20 percent of the plantings must provide year-round greenery rather than simply saying “a portion” must do so.
 - b) Amending the enhanced stormwater management standards by adding “subterranean stormwater collection and filtration system” and adding a clause that refers to “and/or visually appealing” amenities.
 - c) Amending the shared bicycle amenity to also require EV charging standards, including not less than four EV chargers per commercial use.

CITY PLANNING COMMISSION AMENDMENTS

November 9, 2020

13. Allowing 75 square-foot vestibules to extend into a front yard setback rather than the 50 square-foot standard that has historically been in place.
14. Adding selected provisions to the West Broadway Pedestrian Oriented Overlay District that currently apply in the Hennepin-Lyndale-Lagoon-and Lake area and the Nicollet-Franklin area PO Overlay Districts.
15. Adding language that includes climate resilient species and edible plantings to the Sustainability—Ecological Function FAR premium.
16. Adding the following finding to the findings applicable to requests to increase maximum permitted building height:
Exterior materials are consistent and compatible on all sides of the building.